This section of the FEDERAL REGISTER contains documents other than rules or proposed rules that are applicable to the public. Notices of hearings and investigations, committee meetings, agency decisions and rulings, delegations of authority, filing of petitions and applications and agency statements of organization and functions are examples of documents appearing in this section.

DEPARTMENT OF AGRICULTURE

Forest Service

CASCADE HEAD SCENIC-RESEARCH AREA

Availability of Final Environmental Statement

Pursuant to section 102(2)(C) of the National Environmental Policy Act of 69, the Forest Service, Department of riculture, has prepared a Final Environmental Statement for the Management Plan on the Cascade Head Scenic-esearch Area, USDA-FS-FES (Adm) -06.

The environmental statement concerns Management Plan which specifies management objectives and management ntrols necessary for the protection, anagement and development of the scade Head Scenic-Research Area. e Management Plan strives to promote cooperative relationship with private ndowners within the Area so the intent Pub. L. 93-535 and the plan can be t. It provides for limited new public cilities to aid area visitors and it solely limits some uses and activities. It lines management direction for the wer Slope-Dispersed Residential Subon which may result in some additional sidences being built. It establishes a d acquisition program to implement e provisions of this plan and of Pub. L. -535. It establishes a long term goal of storing the Salmon River estuary and associated wetlands to a natural esarine system free from man's developents. It displays a research program signed to study the coastal ecosystem. The Final Environmental Statement is transmitted to CEQ on November 16, 6.

Copies are available for inspection ring regular working hours at the following locations:

DA, Forest Service, South Agriculture ilding, Room 3210, 12th St. and Independence Ave., SW., Washington, D.C. 20250.
DA, Forest Service, Pacific Northwest Region, Multnomah Building, 319 S.W. Pine Street, Portland, Oregon 97204.
DA, Forest Service, Siuslaw National Forest, 545 S.W. 2nd, Corvallis, Oregon 7339.
DA, Forest Service, Siuslaw National Forest, Hebo Ranger District, Hebo, Oregon 7122.

A limited number of single copies are ailable upon request to:

ist Supervisor, Siuslaw National Forest, 5 SW. 2nd, Corvallis, Oregon 97330.

Copies of the Environmental Statement have been sent to various Federal, State, and local agencies as outlined in the CEQ guidelines.

R. MAX PETERSON,
Deputy Chief, Forest Service.

NOVEMBER 16, 1976.

[FR Doc.76-34103 Filed 11-19-76;8:45 am]

Packers and Stockyards Administration

JOE TATE COMMISSION BARN, INC., LEBEAU, LOUISIANA, ET AL

Deposting of Stockyards

It has been ascertained, and notice is hereby given, that the livestock markets named herein, originally posted on the respective dates specified below as being subject to the Packers and Stockyards Act, 1921, as amended (7 U.S.C. 181 et seq.), no longer come within the definition of a stockyard under said Act and are, therefore, no longer subject to the provisions of the Act.

Facility No., Name and Location of Stockyard	*Date of Posting*
LA-171 Joe Tate Commission Barn, Inc., Lebeau, La.	Oct. 15, 1951.
MI-125 Lincoln Livestock Auction Yards, Lincoln, Mich.	Apr. 13, 1959.
PA-118 Greenville Livestock Auction, Greenville, Pa.	Jan. 15, 1959.
SC-126 Greer Livestock Co., Greer, S.C.	Apr. 23, 1973.
TX-159 Community Exchange, Inc., Edinburg, Tex.	Nov. 20, 1958.
VT-108 Whiting Livestock Commission Sales, Whiting, Vt.	May 16, 1961.

Notice or other public procedure has not preceded promulgation of the foregoing rule. There is no legal justification for not promptly discontinuing a stockyard which is no longer within the definition of that term contained in the Act.

The foregoing is in the nature of a rule relieving a restriction and may be made effective in less than 30 days after publication in the FEDERAL REGISTER. This notice shall become effective on November 22, 1976.

(42 Stat. 159, as amended and supplemented; 7 U.S.C. 181 et seq.)

Done at Washington, D.C. this 16th day of November, 1976.

/ EDWARD L. THOMPSON,
Chief, Registrations, Bonds, and Reports Branch, Livestock Marketing Division.

[FR Doc.76-34441 Filed 11-19-76;8:45 am]

CENTRAL INTELLIGENCE AGENCY

CONTROL OF RECORDS DESTRUCTION

Procedures and Policy

On September 7, 1976 a notice was issued to all CIA personnel setting out policy and procedures for the control of records destruction. The purpose of this Notice is to insure that destruction of unnecessary or improperly maintained records is carried out in the manner prescribed by statute and by clearance of the Senate Select Committee on Intelligence.

Records subject to the moratorium on destruction will not be destroyed prior to December 10, 1976.

The text of the Notice is as follows:

RECORDS CONTROL SCHEDULES AND THE DESTRUCTION MORATORIUM

(1) CIA has statutory obligations (44 U.S.C. 33) to obtain approval of the Administrator of General Services for the retention and destruction of records. The mechanism for obtaining this approval is the submission of records control schedules to the National Archives and Records Service (NARS) for approval by the Archivist of the United States. GSA Bulletin FPMR B-62, dated 22 January 1976, requires Federal agencies to submit to NARS updated records control schedules by 31 December 1976. In a memorandum dated 20 April 1976, the DCI directed that Agency records control schedules be updated by 30 September 1976 and processed through the Directorate of Administration for approval by NARS prior to the destruction of records.

(2) Senate Resolution 21, dated 21 January 1975, established the Senate Select Committee to Study Governmental Operations With Respect to Intelligence Activities. The Senate leadership requested in a letter dated 27 January 1975 that the Agency not dispose of any records or documents bearing on the subjects under investigation by the Select Committee. In a memorandum dated 28 January 1975, Mr. Colby directed that any records or documents that may have a bearing on Senate Resolution 21 not be destroyed. This was extended to include practically all Agency documents. The hold on destruction has since been referred to as "the moratorium." In a letter to the Senate leadership dated 22 June 1976, the DCI extended the moratorium on destruction of records until 10 December 1976.

(3) CIA policy on destruction of records is that:

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covered by records control schedules approved by NARS (with a copy provided to the Senate Select Committee on Intelligence) prior to their destruction.

(b) Routine administrative records not involved under Senate Resolution 21 that are scheduled for immediate destruction will be destroyed upon receipt of NARS approval and after appropriate clearance from the Senate Select Committee.

(c) Records involved under Senate Resolution 21 that are scheduled for immediate destruction will be destroyed after NARS approval, and appropriate clearance from the Senate Select Committee but in no case prior to 10 December 1976.

(d) Any Agency documents and materials that are identified by the General Counsel as the subject of litigation or of possible litigation, or as of interest in matters under investigation by the Justice Department, will not be destroyed without the prior approval of the General Counsel. This includes documents and materials relating to Freedom of Information Act and Privacy Act requests to the Agency.

(e) Extra copies of documents preserved only for convenience of reference or for distribution stocks of publications may be destroyed when no longer needed.

JOHN F. BLAKE,
Deputy Director for Administration.

[FR Doc.34397 Filed 11-19-76;8:45 am]

CIVIL AERONAUTICS BOARD

[Order 76-11-73; Docket 27592, Agreement C.A.B. 26205; Docket 29123, Agreement C.A.B. 26204 R-1 through R-6, Agreement C.A.B. 26206 R-1 and R-3, R-4 through R-9, Agreement C.A.B. 26214, Agreement C.A.B. 26231]

INTERNATIONAL AIR TRANSPORT ASSOCIATION

Passenger Fare Matters

Agreements have been filed with the Board pursuant to section 412(a) of the Federal Aviation Act of 1958 (the Act) and Part 261 of the Board's Economic Regulations between various air carriers, foreign air carriers and other carriers embodied in the resolutions of the Traffic Conferences of the International Air Transport Association (IATA). The agreements were adopted at either the Special Composite Passenger and Cargo Traffic Conference-Currency or the Composite Passenger Traffic Conference both held in Miami during August and September–October, respectively, of this year and, unless otherwise noted, intended for effect in November or December of 1976.

The agreements would have either direct application in air transportation as defined by the Act as follows: Agreement C.A.B. 26202 would exempt Fiji domestic and add-on fares from application of a currency-related surcharge on passenger fares originating in that country destined [illegible] a number of prop[illegible] fares use to construct through fares over the Mid Atlantic. Agreement C.A.B. 26206 would permit departure from the IATA fare construction rules for certain specified intra-Pacific routings, increase passenger fares between most Middle Eastern points by 3 percent, increase passenger fares between Italy/Paris and Tel Aviv by 5 percent, and amend certain South Atlantic proportional fares. Agreement C.A.B. 26214 would permit an existing exception to the IATA fare construction rules for certain Mid Atlantic normal economy fares to continue through March 31, 1977. Finally, Agreement C.A.B. 26231 would increase all passenger fares between certain Middle Eastern points and points on the Indian Sub- [illegible] We will approve [illegible] for the most part, [illegible] which are combinable [illegible] the United States [illegible] direct application [illegible] as defined by the Act [illegible] Mid-Atlantic proportional [illegible] construct through fares to [illegible] Rico and the Virgin Islands [illegible] Atlantic, appear warranted [illegible] they reflect changes in [illegible] within Area 2.

Pursuant to authority [illegible] by the Board in the Board's [illegible] 14 CFR 385.14:

1. It is not found that [illegible] resolutions, incorporated [illegible] C.A.B. 26204 as indicated, [illegible] the public interest or in [illegible] Act:

Agreement C.A.B.	IATA No.	Title
26204:		
R-1	045b(I)	Mid-Atlantic First-Class Fares (Amending)
R-2	046b(I)	Mid-Atlantic Economy-Class Fares (Amending)
R-3	045b(II)	Mid-Atlantic First-Class Fares (Amending)
R-4	046b(II)	Mid-Atlantic Economy-Class Fares (Amending)
R-5	045b(III)	Mid-Atlantic First-Class Fares (Amending)
R-6	046b(III)	Mid-Atlantic Economy-Class Fares (Amending)

2. It is not found that the following resolutions, incorporated in [illegible] as indicated and which have indirect application in Air Transportation [illegible] by the Act, are adverse to the public interest or in violation of the Act:

Agreement C.A.B.	IATA No.	Title
26202	022f	Special Rules for Sales of Passenger Air Transportation (Expedited) (Amending)
R-1	022m	Special Amending Resolution (Expedited)
R-2	022n	Special Amending Resolution (Expedited)
R-4	030b	General Increase in Passenger Fares (Expedited) (New)
R-5	030c	General Increase in Passenger Fares (Expedited) (Amending)
R-7	044c	South Atlantic Normal First-Class Fares (Expedited) (Amending)
R-8	044c	South Atlantic Economy-Class Fares (Expedited) (Amending)
26214	022k	Special Amending Resolution (Expedited)
26231	030k	General Increase in Passenger Fares (New)

3. It is not found that the following resolutions, incorporated in C.A.B. 26206 as indicated, affect air transportation within the [illegible]

Agreement C.A.B.	IATA No.	Title
26206:		
R-6	045	Passenger Charters (Expedited) (Amending)
R-9	030k	TC3 Group Inclusive Tour Fares—Asia/South West Pacific (Expedited) (Amending)

Accordingly, it is *ordered*, That:

1. Those resolutions set forth in finding paragraphs one and two above be and hereby are approved; and

2. Jurisdiction be and hereby is disclaimed with respect to the resolutions set forth in finding paragraph three above.

Persons entitled to petition the Board for review of this order, pursuant to the Board's Regulations, 14 CFR 385.50, may file such petitions within ten days after the date of service of this order.

This order shall be effective and become the action of the Civil Aeronautics Board upon expiration of the above period, unless within such period a petition for review thereof is filed or the Board gives notice that it will review the order on its own motion.

This order will be published in the FEDERAL REGISTER.

PHYLLIS T.

[FR Doc.76-34209 Filed 11-19-76;8:45 am]

[Order 76-11-92; Docket [illegible]

UNITED AIR LINES, INC.

Round-Trip Charter [illegible] Dismissing Complaint

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., the 16th day of November, 1976.